



Course/Road(s) Assessed: A168
Boroughbridge, North Yorkshire.

Date of Assessment/Review: 20/03/2016

Course: V212 (Allerton Park – A168 – Walshford).
10 miles

Name of Assessor: Phil Hurt

Course Description:

START approximately 3.5 miles south of Boroughbridge, in entrance to A168 from old A1 (now a long lay-by) at a point approximately 1 yard before "Clearway" sign. Turn left onto A168 and proceed south to Walshford Traffic Island. Encircle Island and retrace along A168 to Arkendale Road, to finish adjacent to central bollard, at red paint mark.(10 miles).

Traffic Flows: Where considered necessary, traffic counts undertaken at various times during events to ensure that events are not run during busy periods – time of start of event arranged to avoid periods of high traffic counts. A168 Boroughbridge – Walshford has light traffic flow at all times of day. Traffic counts not considered necessary.

Course/Event History:

Course on roads previously used for many events, at various distances. All single carriageway road. No problems encountered.

Key Identified Risks

Distance	Location	Identified Significant Risk/Hazards	Level of Risk Low/Med/High	Measures to reduce Risk (if applicable)
n/a	Riding from HQ to START	Passing vehicles/road junctions.	LOW	Warning signs/CTT direction arrows on route to start. Instructions to riders on start-sheet/signing-on re route from HQ to Start.
0 mls	START: START approximately 3.5 miles south of Boroughbridge, in entrance to A168 from old A1 (now a long lay-by) at a point approximately 1 yard before "Clearway" sign.	Traffic passing riders waiting to start. Road is entrance/exit to Industrial complex, shop, café, housing.	LOW	Officials to wear high visibility jackets / bibs. Riders to wear fluorescent numbers on their backs to attract attention. Rear lights recommended. Riders attention raised to traffic movement at time of their start. No officials' vehicles allowed at start when business open. (closed evenings).
0.01mls	LEFT TURN (give way) to join A168 southbound.	Traffic approaching from right on main carriageway.	MED	Warning signs at junction. Marshal to direct riders.
0.6 mls	Road Junction on left. Entrance/exit to Quarry & Refuse Disposal site. (Moor Lane).	Road vehicles to/from quarry. (Not Sat/Sun).	LOW	NIL
1.9 mls	Junction on left. Entrance/exit Allerton Castle.		LOW	NIL
2.5 mls	Road Junction on left. Slip road to/from A59.	Traffic entering/leaving A168 carriageway. (Entering traffic gives way at T-junction).	MED	Triangular warning signs on slip-road from A59. Warning sign on west side of A168 facing junction.
3.0 mls	Road Junction on left. Road to/from Hopperton. Rail Crossing now closed.(Grey Thorn Lane)		LOW	NIL
3.6 mls	Road Junction on left. Private road to/from farm.		LOW	NIL
4.0 mls	Road Junction on left. Road to/from Whixley. (Whixley Lane). Rail crossing in lane now closed.		LOW	NIL

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4.7 mls	Walshford Traffic Island. Junction with Moor Lane (to Hunsingore). Riders encircle island.	Traffic on roundabout approaching from riders' right. Traffic waiting to move on to roundabout on riders' left.	MED	Warning signs on approaches to roundabout. Marshals in high viz jackets to direct riders.
6.9 mls	Road Junction on left. Entrance/exit to New Inn Farm.		LOW	NIL
10 mls	Road Junction on left. To/from Arkendale.	Vehicles joining carriageway to rider's left.	MED	Warning signs at junction. Instructions to riders on start- sheet/signing-on. Marshal to direct riders.
10.0 mls	FINISH: At end of Arkendale Road, adjacent to central bollard, at red paint mark.	Parked vehicle (if appropriate) for finish time keeper. Traffic passing riders who have stopped at finish. Finish point on clearway	LOW	Finish time keeper's parked vehicle (if required) to be parked off road & clear of carriageway. All riders to continue past finish without stopping. No riders to congregate at finish. Riders to continue to next exit, off clearway, before stopping.
n/a	Riding from FINISH to HQ	Passing vehicles/road junctions.	LOW	Signs/direction arrows. Follow designated route to HQ Instructions on start sheet/signing-on.

NOTES:

1. The use of a vehicle for the timekeeper(s) at start and finish is where appropriate and is only identified as an example for the action to be taken
2. The small junctions or entrances to farms/ facilities (garage, eatery, etc) that are not identified in this risk assessment have been considered, however are not considered significant to pose a risk and therefore have not been noted.